November 29, 1962
11:00 a.m.

While Mr. C. H. Holly of the Baltimore Box Company was here at 10 o'clock this morning, there was a northbound relatively quiet S-55 with Air-Sea Rescue markings approximately over 240 (Holly thought closer, as did Lil), perhaps 1500 feet high. Lil and Holly concur in not any higher. This is as clear and beautiful a day as is imaginable for this time of year. I snapped several pictures intending to show its proximity both to the henhouse and the trees. Mr. Gibbs at the Frederick Airport, while he paid no attention to it, saw it going in the general direction of Fort Ritchie. It was nothing like 4,000 feet high at Frederick and, of course, it had no reason to be. Called Mr. Morse whose line was busy, then Colonel Low, to report it to him and to tell him of my belief of its Ritchie destination and also of to whom we had spoken at Ritchie in the past. Col. Low explained several things to me; first, that the new regulation is directive in nature and an unusual step that has been taken to help us; second, that under seriously adverse circumstances, law and necessity both require that the helicopters fly close to us and low. He pointed out the existence of a navigational guide or route about a quarter-mile to the north of us (here I pointed out that most of our flights are north to south, not east and west) and that the previous promises made me at the Pentagon were not directive in nature. I had told him I thought the new regulation was weaker because the previous one had prohibited any closer proximity than a mile under any circumstances and a five-mile radius of avoidance when he made this explanation. He gave me the names of Col. Lamison of the Dept. of Air Traffic Control in the Air Force, extension 54094, and a Navy contact who his secretary called back at a little before 11 to change to Lt.-Com. Dagg, OXford 7-8136. I had suggested to Col. Low that if he called Ritchie & I told him to whom we had spoken there with extensions, he would likely find that helicopter on the pad there. When his secretary, who I believe was Miss Hawthorne, called, I told here of having called the Frederick Airport and asked here to point out to Col. Low that our Air Force visotors in the past not only S-55's but the very bad blue and white H-21's, seemed to be following a regular schedule and suggested our logs and pictures would show this. I also told Col. Low of the perhaps half-dozen flights that, while not damaging to us, were nonetheless in violation of these regulations

Last picture, film No. 7.